

THE KATY RAILROAD

To Be a Part of the Great North and South System Dreamed By Hill And Planned By Hawley.

Chicago, July 18.—A Chicago newspaper prints the following railroad gossip of interest to citizens of Oklahoma:

"Edwin Hawley was presumed ten years ago to have worked out a plan for construction and unification of a system which would fulfill the dream of Huntington for trans-continental line with terminals at Newport News and San Francisco, with New Orleans as the chief central point. But when it became apparent to Hawley that the Panama canal would be built, he was not doubtful about the commerce it would carry. He began to change his plans to create a great north and south line in the Mississippi valley with a terminal on the gulf. This was not original with Hawley. James J. Hill first realized there should be nation-bisecting north and south lines if the Great Northern was to realize its full opportunities. Products of the northwest could furnish profitable traffic southward, whereas, products of the south could furnish adequate exchange traffic.

"At his death, Hawley had measured the opportunities for north and south traffic and means by which a unified system could be operated. Now, the surmise is that Mr. Erb is to attempt to fulfill what Mr. Hawley had in mind. Mr. Erb plans a new road. He would finance and construct that part of the system needed for extension of the Milwaukee and St. Louis and Iowa Central to the Canadian boundary. Then through identification with the Missouri, Kansas and Texas, a through trunk line to the gulf, which traverses the rich Oklahoma country, a through trunk line to the gulf will have been perfected in time to obtain much of the first commerce created between the Mississippi valley and the gulf, and designated for the Panama canal. Very likely close traffic connections will be made with the Canadian Northern."

The Bureau of Railway Economics.

In an address before the American Economic Association during the meeting of that body in Washington in December last President Taft congratulated the professional economists upon the increasing extent to which their services were being called into requisition by the government for the investigation and analysis of intricate questions of public concern. He might have added that it is not alone the government which has "turned the corner," as he expressed it, in calling for such expert service. A forward step in the same direction was taken by railway companies of the United States in establishing the Bureau of Railway Economics.

The need for such a bureau was first felt during the period of discussion which preceded the enactment of the federal railway legislation of 1906 and 1910. Sometimes it happened that different analyses of serious matters were based upon varying data and led to inharmonious conclusions. Moreover, the railways were not always in the possession of the complete information necessary to enable them to refute widespread accusations that they knew to be unjust. Railway officers absorbed in the problems of immediate administration were without the time and the opportunity to study the broader questions of no less, and sometimes of greater, importance.

Its Origin.

In the spring of 1910 there was held a meeting of railroad presidents to discuss methods for bringing fulness of knowledge into their discussions of the broad questions of general concern, accuracy to their conclusions, and that force to their presentations which accuracy alone can give. It was recognized that to this end there must be a competent agency whose time and attention should be given entirely to the study of the more intricate subjects of general interest. It was recognized that the ultimate solution of the problems affecting the railways must be upon the basis of exact fact; therefore, that the exact facts underlying every question must be carefully ascertained and logically presented. At that meeting was appointed a general executive committee of six railroad presidents who established the Bureau of Railway Economics. The processes tending toward uniformity and standardization (referred to in

other articles) which developed the American Railway Association charged with the study of matters pertaining to the physical and technical phases of railway operation, and which also developed the various associations of traffic, accounting and financial officers charged with the unification of procedure pertaining to their respective departments, thus led to the formation of an organization charged with the study of the relations of the railways to their environment—their economic relations.

A Source of Accurate Information.

The headquarters of the Bureau of Railway Economics were established in Washington that it might be facilitated in its scientific study of railway problems by ready access to the statistics and records of the Interstate Commerce Commission and of other departments and bureaus of the federal government. That its main function as a source of accurate and authentic information be not impaired, it was forbidden to engage in polemic and partisan discussion.

In furtherance of its purpose to become a recognized source of accurate and authentic information in regard to the railways the bureau is building up a comprehensive library and has issued a catalogue of the existing body of railway economic literature. It works harmony with, and sometimes in at least partial collaboration with, the Interstate Commerce Commission. The main point of distinction between the statistical departments of the two organizations is that while the compilations of the Interstate Commerce Commission principally serve the purposes of record and reference, those of the bureau are designed to throw light upon various phases of the existing situation for the current information and guidance of its constituents.

Important Inquiries.

The bureau makes special investigations, analyses, and compilations in response to specific requests of its subscribers. It publishes a monthly summary showing the collective trend of railway earnings and expenses, and from time to time it publishes the results of studies of general interest. Such, for example, is a comparison of the railway status of the United States which that of the principal countries of Europe. It has issued a bulletin comparing the facilities, serviceability, and utilization of the railways of the United States, the United Kingdom, France, and Germany; another comparing the railway wages and cost of living in these countries; and by the time this article appears has probably issued a further bulletin making a specific comparison of the freight rates in these countries. These general publications of the bureau are sent not only to railway officers, but to the educational institutions throughout the United States, in which they are being used in increasing degree by teachers of economics and to the railroad commissioners, by whom they are in constant demand. While the bureau is not a publicity agency, the results of these studies are also made available to the newspaper press for the information of the public in general.

OKLAHOMA CITY WON'T STAND ON TECHNICALITY

Oklahoma City, July 19.—In a formal statement to voters issued yesterday the Oklahoma City citizens' committee in charge of the capital fight, announces that no technical objections will be offered to the petitions recently filed by the Guthrie Chamber of Commerce, initiating a bill for the return of the state capital to Guthrie and that the voters of the state will be urged to settle the capital matter finally at the November election.

The statement declares that there are numerous irregularities in the Guthrie petitions of which advantage might be taken and claims that the number of signatures from Logan county to the petitions is considerably in excess of the total vote cast in Logan county at the last general election when a Logan county man, J. W. McNeal, was the candidate for governor on the republican ticket. The committee claims that Oklahoma City has been misrepresented with regard to capital matters and that it welcomes an opportunity to put Oklahoma City's side of the controversy before the people of the state. In view of the fact that Guthrie is already circulating literature the voters are urged to wait until they get Oklahoma City's side before making up their minds on the matter.

Remember, home-made ice cream, asherbet and cake on the lawn at the First Presbyterian church tonight.

WOODROW WILSON NAMES COMMITTEE

Fourteen Democrats Who Called to Assist Him Receive Honor Places Senator Gore Selected.

Georgetown, N. J., July 18.—The democratic campaign committee, which will have supreme charge of the presidential campaign, was named last night by Governor Wilson. It consists of fourteen members, with William F. McCombs, the chairman of the democratic national committee, as chairman.

The other members are: Robert S. Hudspeth of New Jersey, Joseph S. Daniels of North Carolina, William Saulsbury of Delaware, Robert L. Ewing of Louisiana, A. Mitchell Palmer of Pennsylvania, Joseph E. Davies of Wisconsin, Will R. King of Oregon, all of whom are members of the national committee, and Senators Thomas P. Gore of Oklahoma, James O'Gorman of New York and James A. Reed of Missouri; Representatives Daniel J. McGillicuddy of Maine, Albert S. Burleson of Texas and William G. McAdoo of New York City.

The appointment of a vice chairman was postponed and no action was taken on the appointment of a treasurer or finance committee.

Headquarters will be opened in a few days in Chicago and New York and at a later date in some western city, as yet undecided on.

Each member of the delegation of leaders who waited upon the governor at his summer home this afternoon to help select the campaign committee, was given a place in that body. Mr. McCombs, as national chairman, was given the chairmanship of the campaign committee. The other nine men who attended the governor in his selection were Committee-men Daniels, Davies, Saulsbury, Hudspeth and Palmer; Senators Gore and O'Gorman; Representative Burleson, and Mr. McAdoo. After the meeting, Chairman McCombs announced that the campaign committee would hold its first meeting at an early date, to appoint various sub-committees, among them being the advisory committee, press committee and finance committee.

As to the latter, he thought it would consist of 35 or 40 men, representing, of course, every section of the United States. Names had hardly been reached in considering this committee, he added.

The appointment of the campaign committee is but the first act, the governor said, of the real organization of the campaign. It will be thorough and carried out to the smallest detail, no section being neglected or overlooked.

The campaign committee is largely composed of men who stood by the governor in his fight for the nomination.

A notable exception is Senator Reed of Missouri, who was one of the warmest supporters of Champ Clark. Another man whose name had not been mentioned in connection with the campaign committee, is former Judge King of Oregon who, from the bench sustained the validity of the initiative and referendum in Oregon, and after retiring recently, won his contention in the supreme court of the United States.

DECISION IN INSURANCE CASES HANDLED DOWN

Oklahoma City, July 12.—Opinions in these cases were delivered by division No. 2 of the supreme court commission:

By Judge Rosser—American Insurance company, Newark, N. J., vs. Mrs. L. M. Rodenhause, Carter county; affirmed; Phoenix Insurance company, Brooklyn, vs. W. H. Quinette; Mercantile Fire and Marine Insurance company, Boston, vs. same; Queen Insurance company vs. same, all from Carter county; reversed and remanded. George W. Barnes, Sr., vs. Leander A. Keys, Muskogee county; reversed and remanded; Charles W. Brooks vs. Matthew Reynolds and Jack Hunt, Oklahoma county; reversed and remanded; Cook County Liquor company vs. State of Oklahoma, Murray county; affirmed.

By Judge Brewer—Missouri, Kansas & Texas Railroad company vs. B. O. Johnson and Charles A. Mantz, Pottawatomie county; affirmed.

BULL MOOSE SEATS SELL READILY

Chicago, July 18.—The sale of tickets to the third party national convention in Chicago August 5, was opened at headquarters today. Within a few hours it was announced \$1,500 had been received, \$1,000 of this amount being for fifty tickets from one man, whose name was not given out. Madill McCormick said it was planned to have the receipts from the tickets pay most of the convention expenses, estimated at \$25,000.

A general committee of arrangements with various sub-committees was appointed today. Ralph C. Otis, who has been at Oyster Bay consulting with Colonel Roosevelt, was made chairman. The commission is to have charge of all details, including the disposal of tickets and finances. Governor Deneen was asked by telegram today when he would receive a committed appointment to ask him and other candidates for state officers whether he would support Colonel Roosevelt or President Taft.

Teddy Favors Waterways.

National control of the building through any state of a lakes-to-the-gulf deep waterway and the use of the Panama canal machinery in guarding the Mississippi river against floods are favored by Colonel Theodore Roosevelt in a letter made public here by La Verne Noyes, an Illinois supporter to whom it was addressed.

The letter points out that not only would such a work protect thousands of acres of rich lands from devastation by flood and prove commercially important in storing of power, but it would do a great social service in wiping out sectional lines, and give the north and the south opportunity to join in the great work.

For Social Betterment.

"Only by a new party in which all can join on equal terms, can the needed social and industrial tasks demanded by our people be successfully undertaken," says the letter, "and one of the greatest of these tasks is the development of the Mississippi river." Mr. Noyes had asked Colonel Roosevelt whether Illinois should expend \$20,000,000 for building its part of the deep waterway.

Colonel Roosevelt's reply says there is no need for Illinois to pay \$20,000,000 or any part of it in individual attempt to get a deep waterways from the lakes to the gulf, that being a task for the nation, since the nation alone can properly do it.

"The tremendous devastating floods of the last few months, says the letter, "with the attendant loss of life, of homes and property, have made it clear that no more time should be lost in undertaking the control of the flood waters of the Mississippi and its tributaries and the connection of the great lakes and the tributaries of the Mississippi with the gulf with the great commerce-carrying channel."

GIRL ARRESTED FOR BOOTLEGGING

Officers Arrest Sixteen-Year-Old Lass With Goods in a Suitcase.

Muskogee, Okla., July 18.—Miss Cora Watkins, sixteen years old, of Afton, was brought here today from her home at Afton, where she was arrested by United States Marshal H. H. Trott, charged with bootlegging.

According to the girl's story, she was going to Joplin to accept a position as waitress, but lacked enough money to pay her car fare. When she started to pawn her watch, she said, a young man she knew volunteered to pay her railroad expenses if she would bring him some whisky from Joplin. She went to Joplin, obtained two suit cases of whisky, containing eight quarts, and returned on the next train. Officers Trott was suspicious, since he had seen the girl depart the same morning and he picked up one of the suit cases and investigated. A preliminary hearing of the case will be made tomorrow.

The girl has been on the stage for the last six years, and was to have accepted a position as waitress this week. She said the trip for whisky would give her an opportunity to investigate the kind of a position she was offered.

West Decides Against Cruce.

Oklahoma City, July 19.—In an opinion to Governor Lee Cruce, who had referred in his letter to "the unfortunate difficulty of the board of education and myself," Attorney General West holds that the points raised by the governor in regard to the authority of the board to adopt text books at this time, under the wording of the original act creating the text book commission, are not well taken and that the board has such authority.

MCCLURE-QUILLION WEDDING LAST NIGHT

Last evening at the home of Mr. and Mrs. Hugh McClure at 616 West Canadian avenue, Mr. Roy McClure and Miss Helen Quillion, both of Blue-jacket, were united in marriage. The ring service was used in the ceremony, which was performed by Rev. W. O. Davis.

The wedding was a very quiet affair and came as a surprise to their large number of friends in this city and near their homes. Mr. McClure drove in from his farm yesterday afternoon and the bride came down on the train last evening. The ceremony took place at 8:30 o'clock and the happy couple left soon after for their new home at Timber Hill, taking with them the very best wishes of their many friends.

CLOUDBURST KILLS TWENTY IN NEVADA

Several Bodies Were Found 3 Miles From Place of Residence—Communication Cut Off.

Reno, Nev., July 18.—Twenty lives were reported lost in a cloudburst that wiped out the small town of Seven Troughs, Nev.

From Lovelock, near Seven Troughs came word that seven persons are known to be dead and that the hotel at Maxuma had been turned upside down by the rush of waters.

Communications by wire was badly crippled and the roads were so furrowed that automobiles were obliged to make wide detours in seeking news. The known dead at Maxuma are John Trenchard and wife; Mike Quallen, Mrs. McLean and Mrs. Reese.

The bodies of the Trenchards were carried three miles from their home.

A mile of track of the Nevada and California railroad, a branch of the Southern Pacific, was washed out between Mina and Keeler. Telegraph wires are down.

SIX MILE ROAD GOES TO WALL

Receivership is Named For Cassville & Southern at Vice President's Request.

Joplin, Mo., July 19.—Subsequent to the filing in the federal court here of a suit in equity against the Cassville & Southern Railway company and the Mercantile Trust company of St. Louis, Judge Arba S. Van Valkenburgh has appointed G. M. Sebree receiver for the railroad.

The Cassville & Southern has been in operation for several years between Exeter and Cassville. It is about six miles long. It was a steam road until recently, when it was electrified.

Official Files Action.

O. H. Ohrendorff of Eureka Springs, Ark., vice president of the road, brought the suit. He alleges that the railway company on June 1, 1911, executed mortgage bonds in the sum of \$100,000, payable at the office of the Mercantile Trust company in St. Louis and to secure the bonds executed a deed of trust to the trust company for the line and rolling stock.

At the time of the issuance of the bonds, Ohrendorff alleges, the road was indebted in the sum of about \$32,000. Also, he says, it was necessary to expend about \$13,000 for a power house and an electric car. To get the money, he continues, the road June 29, 1911, executed promissory notes aggregating \$44,000, due one year after date, and to secure the notes, bonds of the company were placed as collateral.

The road was indebted to him \$10,000 June 29, 1911, Ohrendorff says, for which he holds a note and also twenty \$500 bonds for security.

Ohrendorff says the entire indebtedness of the railway, including unpaid interest, does not exceed \$50,000, but that there was pledged as collateral to secure the indebtedness more than \$90,000 bonds.

He declares the company is unable to meet its indebtedness, now past due, and redeem its bonds, and if the holders of notes foreclose on bonds held as collateral the indebtedness will be increased \$40,000 without he or any other creditor who only holds bonds to the face of his note receiving any benefit.

The complaint says the property is worth \$50,000 or more, and if it is disposed of at a fair price enough will be realized to pay him and other creditors in full.

CEALRANCE SALE

\$16.75

FOR MEN'S

\$20.00, \$22.50, and \$25.00

Kuppenheimer Suits

1.50 SHIRTS 1.15

4.75 For Boys' up-to-date 7.50 Knickerbocker Suits

HALF PRICE For all Boy's long pants suits, in sizes 29 to 31

Sanders-Wright
VINITA'S BIG DEPARTMENT STORE